

Mirant Potomac River, LLC
1400 North Royal Street
Alexandria, VA 22314



January 29, 2008

By Electronic and First Class Mail

Mr. Terry Darton
thdarton@deq.virginia.gov
Air Permit Manager
DEQ Northern Regional Office
13901 Crown Court
Woodbridge, VA 22193

Re: Comments on Draft State Operating Permit
for the Mirant Potomac River Generating Station

Dear Mr. Darton:

Mirant Potomac River, LLC ("Mirant") appreciates the opportunity to provide comments on the draft state operating permit ("Draft Permit") offered by the Department of Environmental Quality ("DEQ") on December 21, 2007 for Mirant's Potomac River Generating Station ("PRGS" or "Plant"). Mirant supports the issuance of this Draft Permit with a few minor changes as it reflects sound science and applicable law.

EXECUTIVE SUMMARY

The Draft Permit reflects many months of discussions among Mirant, DEQ, the State Air Pollution Control Board ("Board"), the City of Alexandria and concerned citizens regarding the manner in which combining or merging the ductwork carrying emissions from the units (the "Stack Merge Project")¹ will reduce the impact of Mirant's air emissions. Approval of the Draft Permit would enable the public to reap the concomitant environmental benefits. The environmental benefits from the stack merge are explained in the attached layman's "Plan for Better Air Quality" concerning the stack merge project, which Mirant mailed to the citizens of Alexandria (Attachment 1); the modeling protocol and results prepared by ENSR and reviewed and approved by the DEQ (Attachment 2); and a risk assessment prepared by ENVIRON (Attachment 3).

Moreover, the Stack Merge Project has been discussed, debated, modeled and studied at length, as reflected in the public record. The modeling and DEQ staff recommendations, as well

¹ As explained below, the Stack Merge Project was part of a larger project to reduce emissions from PRGS and their ambient impacts.

as EPA correspondence, show that the stack merge project is beneficial and will address the local concerns relating to emissions from PRGS. *See, e.g.*, Transcripts of the Air Board's meetings on March 26, 2007, April 10, 2007, May 23, 2007 and September 13, 2007. *See also* Attachments 4 to 41.

For all of these reasons, the Board should approve and issue the Draft Permit.

BACKGROUND

PRGS was constructed between 1949 and 1954 on property adjacent to Ronald Reagan National Airport. Due to its proximity to the airport, it has stacks that are shorter than typical. The purpose of a stack is to carry the emissions to a height and direct them so they rise and disperse. If stacks are too short, certain weather conditions can force the emissions toward the ground; a condition known as "downwash." 2005 computer modeling predicted theoretical downwash from the short stacks at the Plant which could result in National Ambient Air Quality Standard ("NAAQS") exceedances in the Plant's vicinity. The Stack Merge Project proposed in the Draft Permit was the result of Mirant's studies about how best to eliminate the downwind problem. The Stack Merge Project was first explained in a letter from Robert Driscoll to Terry Darton dated July 21, 2006 (Attachment 4).

As explained in Attachment 1, the Stack Merge Project will increase the plume rise of the emissions, creating a virtual increase in the height of the stack. First, stacks 3, 4, and 5 will be merged into Merged Stack 4 ("MS4"). Once that portion of the project is complete, stacks 1 and 2 will be merged into Merged Stack 1 ("MS1"). The merging of the stacks, the venturi effect of combining the multiple stack emissions into one stack and the increased horsepower of the fan that will be used to overcome the ductwork resistance will result in higher plume rise. Modeling (*see* Attachment 2) shows that ambient levels of SO₂ are materially reduced in the local area around the plant and the region. A risk assessment prepared by ENVIRON shows the improvement in air quality reduces the risk of adverse impacts to public health. *See* Attachment 3.

Such improvements have an economic benefit as well. When an improvement in air quality occurs, there will be a concurrent economic benefit as a result of the health improvements (reduced health care costs, etc.). The modeling provided in Attachment 2 demonstrates the air quality benefits from the Stack Merge Project. Accordingly, the Stack Merge Project will result in both an improvement in public health and economic benefits. There is no basis to support the City of Alexandria's contrary claims.

During the public hearing on January 25, 2008, several people stated that they suffer medical ailments. Putting aside the question of whether the medical ailments are in fact attributable to air quality or the Plant's emissions, the Stack Merge Project will reduce the local impact of emissions from the Plant. Thus the Stack Merge Project will further protect public health.

The Stack Merge Project is one of two components of a larger project at PRGS: (1) installation of a sorbent chemical injection system to reduce SO₂ emissions; and (2) the merging of the stacks to solve the downwash issue. As explained in a letter from Kevin Finto to Mike Kiss dated April 3, 2007 (Attachment 5) and a letter from Judith Katz, EPA Region III to James Sydnor of DEQ dated May 3, 2007 (Attachment 6), the sorbent injection portion of the project went forward but merger of the stacks was delayed; nevertheless, they are still one project.

Beginning in January 2007, DEQ staff and Mirant negotiated a draft consent order that would have controlled Plant operations and authorized the implementation of the Stack Merge Project. DEQ staff briefed the State Air Pollution Control Board ("Board") about the proposed consent order and the Stack Merge Project authorized by the proposed consent order several times. The Board had repeatedly rejected the proposed order and requested additional negotiations to take place. In all instances, DEQ staff testified that the proposed consent order was more beneficial than the SO₂ only, five-stack permit ultimately issued on June 1, 2007, and that the Stack Merge Project would be beneficial to local and regional air quality.

March 26, 2007 Board Meeting Transcript page 34 (James Sydnor speaking):
"Recommend you approve the Draft Order as presented."

March 26, 2007 Board Meeting Transcript page 71 (James Sydnor speaking, emphasis added): "The reason we are recommending that as an option for you or as a recommendation is that we believe that will move us forward from where we are today to where we need to go, which is a permit with permanent emissions limitations. That would get us to that point by January. In other words, between now and then, the rest of the analysis would be done on the Permit application modeling that needs to be done, the determination of the appropriate emission limitations or control requirements, **allow the stack to be merged, which we think will benefit air quality.** On one hand, the Stack Merge, I think to be, to be direct, it would probably allow the company some increase in emissions from where they are today in terms of the short stacks, the five stacks, but we would wind up at the end of the day with a permit that would have short term and annual emissions limitations that would be protective of the National Ambient Air Quality Standards for all the pollutants that we're looking at here."

April 10, 2007 Board Meeting Transcript page 6 (Rick Weeks speaking): "We feel the last order that we brought to you was protective of the environment, and we feel that the order that we sent you yesterday morning was a significant improvement on that."

May 23, 2007 Board Meeting Transcript page 140 (Chairman Langford speaking): "The stack merge project in and of itself will increase plume rise, increase dispersion and reduce the physical impacts on the citizens close to the plant. It will reduce the downwash that is the cause of all or the vast majority of

the problems that we were hearing about and to not do something that improves public health for some other perhaps reason, I think, is just the wrong way to go.”

May 23, 2007 Board Meeting Transcript page 145 (Mr. Buckheit speaking): “As to the stack merge project, I will vote to approve the stack merge project if Mirant meets the applicable requirements for such a project.”

May 23, 2007 Board Meeting Transcript page 160 (Mr. Dowd speaking): “I will say that there is debate as to what the permit requirements would be for the stack merge. It is our [DEQ] view, however, that there is a very strong argument that no permit is required once you can put enforceable limits into -- into some mechanism and impose them on the facility, limits that assure that their actuals or that, you know, that the project itself does not result in an emissions increase.”

May 23, 2007 Board Meeting Transcript page 164-65 (Mr. Dowd speaking): “If the stack merge is not authorized in some form, and it may already be authorized under the law, if it’s not authorized by June 15, it can’t proceed, sure. And I don’t think it should be delayed.”

May 23, 2007 Board Meeting Transcript page 148-149 (Mike Dowd speaking): “DEQ believes that under the totality of [sic] the consent order does provide environmental benefits to Alexandria and the Commonwealth than does the short-term SOP at this point in time for various reasons.” *See also* page 150-156.

September 13, 2007 Board Meeting Transcript page 91 (Mr. Holmstead² speaking): “[A]nyway, whatever the permit limits are, a Stack Merge will reduce the environmental impact of those emissions by dispersing them in accordance with sound science and good engineering practices”

Despite the Board’s decision at its May 23, 2007 meeting directing DEQ to issue a state operating permit containing SO₂ limits in June 2007, DEQ and Mirant continued to discuss the Stack Merge Project. DEQ ultimately determined that a permit was not necessary for the Stack Merge Project because the project would not increase the emissions from the Plant and would benefit local air quality. *See, e.g.*, Attachment 7 (Memorandum from Mike Dowd to David Paylor dated June 26, 2007); Attachment 8 (email from Kathy Frahm to David Paylor dated June 23, 2007). September 13, 2007 Board Meeting transcript page 158 (Mr. Sydnor speaking) “We [DEQ] believe, based on the information that’s been submitted, the analysis that we’ve done, the number of consultations that we’ve had with other folks that there would not be an emissions increase.” Nonetheless, the Board decided at its September 13, 2007 meeting to require a permit

² Mr. Holmstead is the former Director of EPA’s Office of Air and Radiation, the EPA office in charge of air permitting and policy.

before the project could take place. *See* Attachment 9 (letter from David Paylor to Robert Driscoll dated September 14, 2007). That decision by the Board is under appeal.³

As a result of that decision, the Board is now considering the Draft Permit, which authorizes implementation of the Stack Merge Project.

COMMENTS

Mirant offers these comments to help clarify and refine some of the provisions in the Draft Permit.

A. Requested Changes to Draft Permit

1. Timing of Stack Merge Project and Interim Emission Limitations

Although the Draft Permit effectively authorizes the Stack Merge Project, it does not provide a time frame for the project to take place. Pursuant to PJM rules, Mirant can perform maintenance on the boilers only during scheduled outages. Mirant is not permitted to schedule outages during the peak summer season. For Mirant to meet PJM requirements, merging of the stacks will take place during outages occurring on a staggered time frame. It is anticipated that MS4 will be completed during an outage scheduled for the spring of 2008 if the Draft Permit is approved in a timely manner. MS1 will be completed during an outage scheduling during the fall of 2008. This schedule assumes that the permit is issued no later than early March 2008.

After MS4 is completed but before MS1 is completed, an additional simple interim emission limitation must be imposed to allow operation of the plant in a manner that will protect the National Ambient Air Quality Standards ("NAAQS") for SO₂, meeting the requirements of PJM and operate consistent with the conditions imposed in the Draft Permit. Mirant has discussed this with DEQ staff and proposes that the following language be included to address operations between the two stages of the project.

Interim limitations. The Permittee shall notify the DEQ of the completion of each stack merger. Between the completion of the merge of stacks 3, 4 and 5 and the completion of the merge of stacks 1 and 2, Mirant may operate any of the base load units (units 3, 4 and 5) but may not operate unit 1 unless units 3, 4 and 5 are all operating and may not operate unit 2 at any time until the merge of the stacks on units 1 and 2 is complete.

³ Mirant incorporates by reference the record from that decision of the Board.

2. Emission Limits

a. SO2

The 24-hour term SO2 limits of 0.35 lb/mmBtu applicable until 2009 and 0.30 lb/hr applicable thereafter are based on extensive trials of trona and improvements in SO2 reduction over the past two years and recent trials using sodium bicarbonate as the sorbent. While there is no long term compliance demonstrated at these levels, Mirant will accept and meets these limits.

b. CO and VOC

The Draft Permit presents carbon monoxide ("CO") and volatile organic compound ("VOC") annual limits derived from an AP-42 factor (which is simply a rule of thumb for estimating) and the maximum operating scenario authorized by the SOP issued on June 1, 2006, which limited the number of units and operating hours to protect the SO2 NAAQS. As these annual limits are simply the product of an AP42 factor multiplied by the maximum heat input permissible under the June 1 SOP, they are nothing more than a limit on heat input.

The stack merge authorized by the Draft Permit allows operations under all scenarios to protect the NAAQS, eliminating the need for those operating restrictions or reduced annual emission limitations. Accordingly, to the extent DEQ requires annual limits, PRGS should be permitted, based on its historical operating rates of approximately 27 million mmBtu/yr. Therefore, Mirant requests that the annual CO limit as derived from AP-42 should be 256 tons per year ("tpy") rather than 215 tpy. The same logic applies to the VOC annual limit, which we request be 37 tpy rather than 26 tpy. In order to protect the CO NAAQS, the CO limit under the two stack scenario would need to be 5,857 lbs/hr (an equivalent of 25,697 tons/yr); thus, it is clear that the proposed annual limits are not necessary to protect the NAAQS.

The Draft Permit contains a short-term CO limit of 0.03 lb/MBtu on a 3-hr average basis. Mirant does not understand the basis for this limit. The 5 stack-permit which was proposed in November 2007 contained unit-specific short-term limits between 680 - 1040 ppm, which are equivalent to 0.57 - 0.87 lb/MBtu. The draft permit for Dominion's proposed new coal-fired facility contains a CO limit of 0.15 lb/MBtu on a 30 day rolling average basis. It is not clear why the CO limit selected for PRGS would be 1/20th of the 5 stack permit limit, and 1/5th of the limit for a brand new facility. We had previously agreed with DEQ staff that an appropriate limit for CO would be 0.30 lbs/mmBtu on a three-hour rolling basis.

We note that although Mirant supports the issuance of the Draft Permit, it has never conceded that the 3813 annual limitation for SO2 is appropriate or necessary. This limit neither sets a baseline of emissions nor is it necessary to protect the NAAQS. It is the short-term limits in a state operating permit that are NAAQS protective. Nor does Mirant agree that a permit is required for the stack merge project to take place. It is for these reasons that Mirant has filed its

notice of appeal relating to the state operating permit issued on June 1, 2007 and the September 13, 2007 determination by the Board that a permit is required for the stack merge.⁴

3. Other Requested Changes

Mirant also believes that the following changes are necessary and appropriate:

Condition 4: Delete "low-NOx burners and" from the second full sentence. For safety reasons, it is not possible to provide access to the burner.

Condition 19: Change the first sentence to read "Within 12 months of the effective date of this permit, PRGS shall install a CO CEMS meeting the design specifications of 40 CFR Part 60, Appendix B to measure and record CO from MS1 and MS4." This provides a reasonable time frame for installation.

Condition 23: Delete subsection a. The baghouses are enclosed and therefore a visible inspection is not possible.

Condition 27: Delete the following language: "These emissions are derived from the estimated overall emission contribution from operating limits. Exceedance of the operating limits may be considered credible evidence of an exceedance of the emission limits."

Condition 32: Delete the following language: "Additionally, the hot and cold side ESP effectiveness shall be determined during this performance testing and the secondary volts and current shall be recorded as the base line for monitoring the ESP operation. If the permittee determines that it is in the best interest of good air pollution control practices to utilize a lower sulfur coal than that required in Condition 25, a test may be conducted to demonstrate the rate of dry sorbent injection necessary to provide the appropriate level of HCl and HF reduction to ensure compliance with the Significant Ambient Air Concentration values." This is no longer relevant given that the minimum sulfur content requirement has been deleted.

Condition 38: Delete subsection i. The operating scenarios in this section are no longer applicable.

Condition 42: Please amend the last paragraph to read as follows: "For the purpose of this permit, normal business hours shall be considered to be from 8:00 AM to 5:00 PM Monday through Friday except state and federal holidays."

⁴ Mirant incorporates by reference the record in the May 23, 2007 Board decision and June 1 2007 DEQ permit issuance.

B. Response to Comments from Third Parties

Mirant has been attempting to work with the City of Alexandria to resolve its concerns about the Plant's emissions for many years now. The fact of the matter is that the City's goal is to shut down the Plant. *See, e.g.*, "Memorandum from Philip Sunderland to Mayor and Members of City Council regarding Mirant Potomac River Power Plant," dated May 10, 2004; *Alexandria City Council v. Mirant Potomac River, LLC*, Supreme Court of Virginia (April 20, 2007) (copies attached). No other measure will satisfy it. And this goal taints everything the City says and does with respect to the permitting of the Plant. The City's comments must be viewed with its ulterior motive in mind.

It should be noted that several commenters at the January 25, 2008 public hearing support the stack merge because it would improve the reliability of the electric supply in the D.C., Northern Virginia, and Southern Maryland area. One of the factors the Board must consider in issuing the Draft Permit is the value of an activity to society. Va. Code § 10.1-1307.F. PRGS is vital to the electrical supply of the region for the following reasons: (a) the PRGS switchyard is connected to Virginia Power's electric grid via two "normally open" 69 KV circuits that exist to provide Electric System emergency restoration capability in the event of a regional blackout (b) unavailability of PRGS to supply power will result in increased cost to the consumer (*see* letter from Robert Driscoll to Terry Darton dated November 19, 2007 (Confidential Business Information previously submitted)).

1. PM2.5 has been and is being addressed separately.

Data and modeling conducted by both DEQ and EPA show that the Washington, D.C. area is now in attainment with the PM2.5 standard, and that concentrations of PM2.5 in the area will continue to decline for the foreseeable future because of the Clean Air Interstate Rule ("CAIR") and federal standards for diesel engines and fuel. Moreover, data from area monitors show that ambient levels of PM2.5 are largely independent of the operation of PRGS.⁵ (*See* Attachment 10.) As noted at the public hearing, the emissions from jet airplanes taking off and landing at Reagan National Airport and diesel truck traffic on nearby Interstates 95, 395 and 495 contribute to local particulate levels. The data show that PM2.5 levels do not vary significantly with location and that those levels persist even when PRGS is not operating. DEQ has formed a work group to evaluate PM2.5 levels and how to address them. This workgroup is developing recommendations on how best to address PM2.5 on a statewide and regional basis. This is an appropriate and practical approach for establishing PM2.5 regulation. It is not appropriate to attempt to determine through a single permit how to regulate PM2.5.

Moreover, there is no basis for including a PM2.5 limitation in the Draft Permit. *See* EPA Page memo (using PM10 as a surrogate for PM2.5 is appropriate). DEQ recently clarified

⁵ Note that PM2.5 monitors on Marina Towers are likely impacted by the utilities vents (diesel boilers, vent hoods, etc.) serving that building.

to EPA that this is the policy of the Commonwealth in order to comply with CAA § 110(d). (Attachment 11.) Mirant understands that the City of Alexandria would rather have DEQ follow the PM2.5 modeling guidance adopted in Connecticut, New York and New Jersey. However, that guidance relates to treatment of PM2.5 in the context of major New Source Review and has not been adopted in Virginia, so it is not appropriate to use it here.

Data also show that the use of trona at PRGS has reduced PM2.5 emissions and SO2 emissions (the latter is a precursor to PM2.5).

There is no federal or state requirement to model an existing PM2.5 source located in a PM2.5 nonattainment area and for which the source is not increasing emissions. Nor is there an approved model for predicting the impact of a single source on PM2.5 ambient concentrations. In effect, the PRGS is part of the baseline for determining necessary PM2.5 emission reductions to return to attainment status. If anything, PRGS should be modeled to capture the improvement in PM2.5 emissions.

2. It is Premature to Include CAMR/CAIR Requirements in the Draft Permit.

The Clean Air Implementation Regulation ("CAIR") and the Clean Air Mercury Rule ("CAMR") are federal programs that Virginia will be implementing in the coming years. These programs are designed to address regional air pollution problems. EPA promulgated them to address the interstate transport of SO2, NOx and mercury from fossil-fuel fired power plants or electric generating units ("EGUs"). CAIR and CAMR are not principally designed to address local sources' contributions to local nonattainment issues. Accordingly, determining what permitting provisions are necessary must be done on a regional basis. It is not appropriate to include provisions relating to these programs in the Draft Permit.

States have the ability to adopt their own, more stringent regulatory schemes for achieving compliance with the state allocations under CAIR and CAMR. With respect to mercury, legislation was enacted in 2006 directing DEQ to adopt the federal model rule and submit that adoption to EPA for approval. The legislation also directs DEQ to adopt a state-specific rule, which is not to be submitted to EPA for approval. The state-specific rule is more stringent than the federal model rule and places severe restrictions on the ability of regulated entities to trade their mercury allowances. Individual facilities must meet the requirements of both the federal rule and the state rule, which are not consistent.

Virginia adopted the federal model rule and forwarded its adoption to EPA for approval. EPA has indicated that it will not approve Virginia's CAMR implementation based on the discrepancies in the statute and the federal trading program. With EPA's rejection of Virginia's CAMR regulations, it is likely that Virginia will become subject to the federal implementation plan for CAMR.

Likewise, Virginia has enacted a CAIR trading program that, at first glance, is relatively consistent with the EPA model rule. Virginia separately adopted CAIR regulations that

effectively prohibit trading by facilities located in nonattainment areas. Currently, it only applies to PRGS. Mirant has appealed this rule prohibiting trading.⁶ Thus it would be premature to include provisions relating to CAIR and CAMR in the Draft Permit proposed for the PRGS.

3. The City of Alexandria's Insistence on Installation of a Baghouse is Misplaced.

It has been suggested in the past that Mirant install a baghouse to help control emissions from its boilers. As explained in the attached report from Sargent and Lundy (to be forwarded under separate cover), installation of a baghouse is not cost effective. The incremental cost of replacing the existing ESPs with a baghouse is approximately \$1 million/ton of particulate removed. In fact, the emission levels from the current hot and cold side ESPs (99+ % removal) are equivalent to the guarantees typically offered by baghouse vendors. There is so little PM emitted from the existing plant that any improvement would not be economically justified. Accordingly, it is not appropriate to include a requirement for installation of baghouses at the Plant, and the Draft Permit properly excludes such a requirement.

4. New Source Review is Not Triggered

The City of Alexandria continues to suggest that the Trona injection system, low NOx burners and separated overfire air triggers New Source Review. None of the projects at the plant to date, nor the stack merge project, trigger new source review ("NSR"). *See, e.g.*, Memorandum from Michael Dowd to David Paylor dated June 26, 2007 (Attachment 7). The Stack Merge Project will not affect emissions and does not trigger NSR. The limitations in the Draft Permit ensure that this is the case.

The City also suggests no credit should be given for the stack merge because it is an "illegal dispersion technique." Mirant has addressed this issue (*see* Attachment 5) and EPA has confirmed that credit is available. (*See* Attachment 6.)

C. Alternate Dry Sorbent

Mirant has contacted the Department about seeking approval of the use of sodium bicarbonate as an alternative dry sorbent. Mirant has provided this information under separate cover.

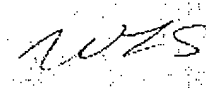
Mirant supports the current version of the Draft Permit, with the limited changes requested herein.

⁶ Mirant incorporates the record of this Board decision by reference.

Mr. Terry Darton
January 29, 2008
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Thank you again for all of your efforts to develop this Draft Permit. If you have any questions about these comments, please contact me at (202) 585-3812.

Sincerely,

A handwritten signature in dark ink, appearing to read 'WLS', is positioned above the printed name.

Walter L. Stone

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF ENVIRONMENTAL QUALITY
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM(NPDES)
DISCHARGE MONITORING REPORT(DMR)

Industrial Minor 01/31/2008
DEPT. OF ENVIRONMENTAL QUALITY
(REGIONAL OFFICE)
Northern Regional Office
13901 Crown Court
Woodbridge VA 22193

NOTE: READ PERMIT AND GENERAL INSTRUCTIONS
BEFORE COMPLETING THIS FORM.

VA0057487	001
PERMIT NUMBER	DISCHARGE NUMBER

MONITORING PERIOD					
YEAR	MO	DAY	YEAR	MO	DAY
			TO		

FROM

PERMITTEE NAME/ADDRESS(INCLUDE
FACILITY NAME/LOCATION IF DIFFERENT)

NAME Stafford County - Abel Lake Water Treatment Plant
ADDRESS Stafford County Board of Supervisors
Stafford VA 22555

FACILITY LOCATION 121 Moorewood Dr

PARAMETER	QUANTITY OR LOADING		QUALITY OR CONCENTRATION				NO. EX.	FREQUENCY OF ANALYSIS	SAMPLE TYPE
	AVERAGE	MAXIMUM	UNITS	MINIMUM	AVERAGE	MAXIMUM			
001 FLOW	REPORTD			*****	*****	*****			
	REQRMNT	NL	MGD	*****	*****	*****		1/M	EST
002 PH	REPORTD	*****			*****				
	REQRMNT	*****		6.0	*****	9.0		1/M	GRAB
004 TSS	REPORTD	*****		*****					
	REQRMNT	*****		*****	30	60		1/M	5G/8HC
166 CL2, INST RES MAX TECH	REPORTD	*****		*****					
	REQRMNT	*****		*****	0.002	0.005		1/M	GRAB
711 TUA - ACUTE 48 HR STAT CERIODAPHNIA DUBIA	REPORTD	*****		*****	*****				
	REQRMNT	*****		*****	*****	NL		1/YR	5G/8HC
721 TUC - CHRONIC 7-DAY STATRE PIMEPHALES PROMELA	REPORTD	*****		*****	*****				
	REQRMNT	*****		*****	*****	NL		1/YR	5G/8HC
	REPORTD								
	REQRMNT							*****	
	REPORTD								
	REQRMNT							*****	

ADDITIONAL PERMIT REQUIREMENTS OR COMMENTS

BYPASSES AND OVERFLOWS	TOTAL OCCURRENCES	TOTAL FLOW(M.G.)	TOTAL BOD5(K.G.)	OPERATOR IN RESPONSIBLE CHARGE		DATE	
				TYPED OR PRINTED NAME	SIGNATURE	CERTIFICATE NO.	YEAR
				PRINCIPAL EXECUTIVE OFFICER OR AUTHORIZED AGENT			
				TYPED OR PRINTED NAME	SIGNATURE	YEAR	MO.
				TYPED OR PRINTED NAME	SIGNATURE	YEAR	MO.

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE
PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED
TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION
SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM OR
THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION
SUBMITTED IS TO THE BEST OF MY KNOWLEDGE AND BELIEF TRUE, ACCURATE AND COMPLETE.
I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION,
INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS. SEE 18
U.S.C. § 1001 AND 33 U.S.C. § 1319. (Penalties under these statutes may include
fines up to \$10,000 and/or maximum imprisonment of between 6 months and 5 years.)

THIS REPORT IS REQUIRED BY LAW (33 U. S. C. § 1318 40 CFR 122.60). FAILURE TO REPORT OR FAILURE TO REPORT TRUTHFULLY CAN RESULT IN CIVIL PENALTIES NOT TO EXCEED \$10,000 PER DAY OF VIOLATION; OR IN CRIMINAL PENALTIES NOT TO EXCEED \$25,000 PER DAY OF VIOLATION OR BY IMPRISONMENT FOR NOT MORE THAN FIVE YEARS, OR BOTH.

GENERAL INSTRUCTIONS

1. Complete this form in permanent ink or indelible pencil.
2. Be sure to enter the dates for the first and last day of the period covered by the report on the form in the space marked "Monitoring Period".
3. For those parameters where the "permit requirement" spaces are blank or a limitation appears, provide data in the "reported" spaces in accordance with your permit.
4. Enter the average and, if appropriate, maximum quantities and units in the "reported" spaces in the columns marked "Quantity or Loading".
 $\text{KG/DAY} = \text{Concentration(mg/l)} \times \text{Flow(MGD)} \times 3.785$.
5. Enter maximum, minimum, and/or average concentrations and units in the "reported" spaces in the columns marked "Quality or Concentration".
6. Enter the number of samples which do not comply with the maximum and /or minimum permit requirements in the "reported" space in the column marked "No. Ex.".
7. Enter the actual frequency of analysis for each parameter (number of times per day, week, month) in the "reported" space in the column marked "Frequency of Analysis".
8. Enter the actual type of sample collected for each parameter in the "reported" space in the column marked "Sample Type".
9. Enter additional required data or comments in the space marked "additional permit requirements or comments".
10. Record the number of bypasses during the month, the total flow in million gallons and BOD5 in kilograms in the proper columns in the section marked "Bypasses and Overflows".
11. The operator in responsible charge of the facility should review the form and sign in the space provided. If the plant is required to have a licensed operator, the operator's certificate number should be reported in the space provided.
12. The principal executive officer should then review the form and sign in the space provided and provide a telephone number where he/she can be reached.
13. You are required to sample at the frequency and type indicated in your permit.
14. Send the completed form to your Dept. of Environmental Quality Regional Office by the 10th of each month.
15. You are required to retain a copy of the report for your records.
16. Where violations of permit requirements are reported, attach a brief explanation in accordance with the permit requirements describing causes and corrective actions taken. Reference each violation by date.
17. If you have any questions, contact the Dept. of Environmental Quality Regional Office.